

SUNDAY ADVERTISER

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EDITOR

SUNDAY

JULY 12

A RED-LETTER DAY.

Yesterday was a red-letter day in Hawaiian history.

The pick of the baseball players of the Empire of Japan were beaten by a Honolulu team by a score of three to two.

The pick of the college baseball teams of California—a team which has this year won in a series of games against both the Universities of California and Stanford—won out against a team of native Hawaiians, not one of whom has ever been away from Hawaii, by a score of only two to one.

Both the Keios and Santa Claras played good ball; in fact, they played great ball; as a further fact, the baseball played yesterday is the kind that makes the "fans" stand up and yell, and gives them alternate doses of nervous prostration and hysterics.

The underlying facts, which the foregoing incidents bring into bold relief, are, however, of much greater importance than a hundred baseball games.

These facts are, first, that Hawaii is demonstrated in brilliant fashion to be the "Crossroads of the Pacific"—"the meeting place of the East and the West."

These have long been promotion literature phrases; but when Hawaii actually organizes and finances an international three-weeks' baseball tournament, brings together representative teams from the mainland of the United States and from Japan, and at the same time is engaged in an international yacht race with a \$20,000 yacht, built by popular subscription; engaged in perfecting arrangements for entertaining a fleet of battleships with 16,000 men, and harvesting the biggest crop of sugar and of pineapples in its history, it is evidence that Hawaii is coming into its own; that it is not the hub of the universe, it is at least the hub of the Western Hemisphere.

The second basic fact, demonstrated like a problem in geometry, is that this is a virile community—virile in imagination, or it would not have conceived of this international project; virile in business sense and financial methods, or it would not have made a success of it; virile in athletic strength and skill, or it would not be able to put four teams into the field which compete on equal terms with the trained and picked athletes of the colder climates.

Hawaii is not the land of the lotus-eater; it is the land where business men get up earlier, work longer, and, compared with the scope of their operations, accomplish as much as the best men on the surface of God's footstool.

Hawaii is not the land of the siesta; the land of "never do today what you can do tomorrow." It is the land of "get there"; of "never say die till you're dead"; of "the strenuous life"; of athletes who take position on equal terms among the best of the nations of the earth.

"O Hawaii no ka oi!"

PRICES FOR FLEET WEEK.

Sailors of the navy, lately in town, say that Santa Barbara and San Francisco overcharged the men of the fleet, but that Los Angeles did not, and as a result the latter was more liberally patronized by the bluejackets than either of the other places. In Santa Barbara, the shop of an offending victualler was wrecked.

Here in Honolulu every effort has been made to prevent an arbitrary rise in prices, with what success, time will tell. If any such thing is attempted, we may well believe that the battleships in Maui waters will not be brought this way for any more than a brief call, and that the armored cruiser fleet, which is coming here in September, will be warned of those who lie in wait.

The square deal is to keep to normal prices, which, as a rule, are considerably wider, in their margin of profit, than prices on the mainland. At any rate, they are high enough, and to make them higher might kill the goose that laid the golden egg. At the very least, it would give Honolulu a bad reputation, not only among naval visitors, but among the millions of people who read what the fleet correspondents will say of us in newspapers, periodicals, and magazines.

For the good of the town, don't overcharge anybody. Keep prices fair.

The Cellars of St. James' Palace

London Tidbits.

The staff of cellarman and bottlers at St. James' Palace is a large one, and is under the control of a chief clerk and a chief cellarman, whose duty it is to check the receipt and delivery of every bottle and to see that the correct wines are supplied according to special circumstances. Thus, when the French President was the guest of the King, special brands of claret were supplied, while during the sojourn of the Kaiser hock was the wine most in demand. The Czar drinks champagne of a somewhat sweeter character than is generally popular in this country, and the wines most favored by the King of Spain are dry champagne and sherry and seltzer water.

The wages of the cellar staff are paid out of the King's private purse and not by the Lord Chamberlain. The high officials of the court are given a certain allowance for wine, and the chief servants are given an allowance of spirits. As a matter of fact, however, very little spirits are drunk nowadays at the royal palaces, and punch, that famous tipple of the Georgian days—when "deep drinking and shallow thinking" was the rule of the times—is unknown. Some time ago a large stock of fine old rum was privately sold, and from time to time sales of other spirits—brandy, Schnapps, gin, whisky—have taken place.

The supreme head of the royal cellars bears the title "gentleman of the cellars," and it is his duty to attend or to be represented at all the principal sales and to acquire suitable "lots." The fact that the King is really the purchaser is, of course, kept secret to prevent "fancy" prices being run up.

The Prince of Wales has his own cellars, but is occasionally supplied from those at St. James' Palace. The King, when Prince of Wales, always made a point of taking his own wine with him when he attended public banquets, and this custom is still followed by the present heir to the throne, who usually drinks a special brand of hock.

The Duke of Connaught, on the other hand, takes the wine supplied at the dinners he attends in an official capacity. The King has his own wine sent to private houses when he accepts invitations to dinner, except in places where he is an old or frequent visitor, and knows that his special tastes are understood and will be catered for.

Originally the cellars at Windsor Castle, which are of enormous extent, were the chief repository of the royal wines, and until they were overhauled nobody knew quite what they contained. The electric light now illuminates their dark depths, and every bin is numbered and catalogued with all the accuracy of a business house.

Valuable Information in Advertising Maps

Consular Report.

It has long been the custom of English railways to display in the stations and inside of the railway coaches a large and varied selection of pictures, usually photographs, showing the scenic attractions of their respective lines. So acceptable have these proved to the public, and to such an extent has it undoubtedly contributed to increased travel, that the Midland Railway of England has recently introduced still another feature, designed to inform the traveler and to assist him in determining his routes.

Fixed in frames in the booking hall or passage where the ticket offices are located, or in some equally convenient place, are large ordnance maps of the neighboring country, drawn to the scale of one inch to the mile. Each map is composed of one-inch ordnance sheets, the entire area covered being twenty-four miles from north to south and thirty-six miles from east to west, thus giving some 864 square miles of territory in detail. The maps are of the contour series, so that it is quite possible for intelligent travelers to locate the hills and dales on the route. In most cases there is a note on the map indicating the exact height above sea level (ordnance datum) of the railway tracks at the particular stations.

These maps are attracting much attention, since they are not only serviceable to persons traveling by the railways, but are often of equal value to cyclists and even pedestrians. Cyclists, in particular, frequently get their data for a trip from these new advertising maps, often proceeding part of the way on their bicycles and continuing or returning by the railway trains.

The BYSTANDER



A Lone Good Citizen.
They Turned Their Coats.
Billy Roe's Conclusions.
The Very Rawest Yet.
Kuhio Grooming Iaukea.
Lay of the Last Davis.
Tough Crowd Gathering.
Lane on Other Orators.

Full of faith in the methods of the local Republican party, Judge Kingsbury went to the precinct club meeting on Friday evening in answer to this official notice:

The Republican Precinct Clubs throughout the County of Oahu are hereby notified to meet at 7:30 o'clock p. m. on FRIDAY, JULY 10th, 1908, for the purpose of making nominations for candidates for officers of the Precinct Club, to be voted for on FRIDAY, JULY 17th, 1908, at 7:30 o'clock p. m.

Roll books are now open for enrollment, and will be kept open until the night of August 29th at 10 o'clock p. m.

Honolulu, July 7, 1908. H. E. MURRAY,

Chairman Republican County Committee, County of Oahu.

E. BUFFANDEAU, Assistant Secretary.

In the notices as to time and place the Judge found the following:

Sixth Precinct—McCandless building, upstairs, corner Alakea and King streets.

That is where the Judge wanted to go, and he went. He found a lighted hall in charge of a native woman, with twenty-four chairs in place, but nobody occupying them. He waited, and, in half an hour, he asked the woman if anybody else was coming. She thought so, because Jim Quinn had gone in his automobile to "get the rest." But the rest didn't arrive up to 9:30, when the Judge left. The woman was inclined to think that the meeting place had been changed. So was Judge Kingsbury, but he did not feel enthusiastic about it. Nor was he delighted to find, in next morning's Advertiser, the list of the men elected for the sixth precinct. Perhaps, if he had known that the official list had been received at this office by half-past seven o'clock, his pleasurable emotions might have been even less pronounced.

In another precinct it was discovered that three out of five men on the machine executive committee had turned Democratic. One had got a job as a policeman as recompense; another had got a job on the wharf; a third had been seen entering Link McCandless' gate on payday. There are hopes of keeping the other two distinguished leaders until election.

At the Hon. Billy Roe's private residence on the Waikiki road, which had been thoughtfully set apart for the use of the Republican electors of Waikiki, Billy made a speech. Like all of our noble race of machine politicians, Billy was exercised on the subject of yellow dogs, and, in his peroration, he exploded in this fashion:

"You have all heard this talk from Governor Frear about yellow-dog tickets. Let me ask you, my fellow citizens—and I pause for a reply—is there a greater yellow-dog politician than our honored leader, Theodore Roosevelt?" Everybody barked in patriotic approval.

For the life of me, I can't understand the rawness, the absolute crudeness of machine methods in Honolulu. There is not a sign of finesse, not a delicate touch, not the slightest desire to oil the bearings or draw a screen. To advertise a precinct meeting in one place and hold it in another or make up a private slate instead, was too blundering a method even for our political grandfathers. They knew better than that as long ago as when they manipulated the caucus which made Martin Van Buren President.

It seems to be the policy of the machine to run itself on a public stage and turn the calcium light on its worst imperfections. Even if it had the party by the throat, it could not afford to do that. Despite the manifested power of the party over the machine, the latter persists in affronting its sense of fair play, and even its sense of decency—as witness its unconcealed indignation that Governor Frear does not like a yellow-dog ticket, and says so. Good heavens! What sort of a government can be expected of men who defend yellow-dog tickets or get mad when such things are attacked?

I have heard for a long time back that Kuhio wanted Iaukea to succeed him at Washington, and the report is again fermenting. I can't vouch for anything in the circles of native politics, but the original story was that Kuhio, not being well at Washington and always feeling his best in the Kona country, wanted to settle down at Kaialua and stay there, perhaps as a District Magistrate. He wanted a Hawaiian to get the Washington ticket, and did not care what his politics might be. If this is the game now, it isn't going to work, because the Democratic party declines to consider Iaukea as a candidate.

Oh, I'm a Kanuck and a Yankee, too,
A Britisher and a Doodle-doo,
When I want to vote on Canadian soil,
I cross the line and say I'm loyl.
Then back I go and run for a place
On a Star-Spangled ticket with easy grace,
And instead of "God Save the King" I say
"I can lick a limejuicer any day."
I roar with the lion and whooper up,
I scream with the eagle and take the cup,
I drop my "h" if it does me good,
Or misuse it for "r" as a Bostonite should;
Oh, I'm for the officers every time—
British or Yankee, the job is mine.
I'm a subject there or a citizen here,
For the Union Jack and a mug of beer
For the Stars and Stripes and cider clear,
I don't care a rap if an office is near.
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The Strenuous American Life

Chicago Tribune.

The growth of cities, with their tumult and rush and tear, has made the stream of life move faster. Even the vigorous constitutions of the men of former days would have suffered by the change from quiet and restfulness of life to the wearing strain of an electrical age. Old John Adams used to long to go to sleep like a dormouse as autumn came on and dream peacefully till spring. But the modern man prefers to wear out a little sooner rather than reach such an age of wearisome quietude.

Many Americans die of heart failure. But infant life is being guarded from disease as never before. The public schools and the colleges have made physical culture a part of their curriculum. There is an increasingly watchful attention to bodily conditions. The small park plan affords opportunities for the boys and girls. Suburban life, with its country clubs, gives recreation to the older. The healthy American girl and the athletic American boy are everywhere. If there are ills in modern life forces are at work to counteract them. That the race is deteriorating as a price of social and material advancement is a proposition which must be looked at from different points of view before it is accepted as true.

Commercial News

By Charles L. Rhodes.

The week has been one of continued satisfactory developments to holders of sugar stocks. The price of raw sugar has remained unchanged at 4.39, and with conditions pointing to a continuance of that or a higher level of prices. Crop and milling conditions throughout the group have continued excellent. There are probably few localities where rains would not be welcome, but the need for them has not become acute anywhere, nor is there any reason to suppose that conditions will not continue seasonable.

Throughout the week there have been reports of crops overrunning estimates, and of increases and probable increases in dividends.

INCREASED DEPOSITS.

The bank reports all show a marked increase of deposits during the half year just ended. The increase has been half a million in Bishop & Company's, and \$300,000 for the Bank of Hawaii; and proportionately for the other banks. Loanable funds are abundant, but there is little demand for them.

In this connection it is of interest to know that call loans in New York reached the lowest rate experienced since the financial troubles of a year ago, in the latter part of June. Call loans were made at as low a rate as one per cent. a year.

In London the rate was from a half to one per cent. per annum. This is not considered by bankers as a healthy sign. It shows that there is not a demand for the money for new enterprises or to carry on vigorously old ones.

BONDS FROM THE COAST.

During the week the Bank of Hawaii bought \$150,000 of Oahu Railway bonds on the Coast. This is another indication of the steady flow of Island securities from the Coast here that has been going on for some months.

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Small Talks

FATHER VALENTIN—I've got a motorcycle now. Watch my smoke.

JOHN MARTIN—I don't like you any more. You say I drop my haiteches.

JUDGE KINGSBURY—Some of those precinct meetings ought to be held over again.

ALBERT F. JUDD—One of the best things that could be done for small farmers would be to build a government-aided railroad around the Island of Hawaii.

JOHN H. TOWNSEND—The Wahiawa train in and out every morning and night is crowded with people who are spending the summer, or a part of it, out there. It is a delightful place to live.

R. C. LYDECKER—The Volcano is so far beyond any descriptive adjectives I have that I have decided simply to say I am mighty glad I spent the week there that I did, and let it go at that.

MARSTON CAMPBELL—Concrete as a building material is developing a style of architecture of its own, in which its possibilities for service and ornamentation are adding to our power of architectural expression.

MAJOR PRATT—You remember a man who was around town a few weeks ago saying he couldn't get hold of a piece of land? Well, I located him on Hawaii, he has married a pretty island girl, and he's the most contented small farmer you ever saw.

JOHN C. LANE—Talk about political machines, why, we don't know what a political machine is here in this Territory as compared with the political machines on the mainland. The most effective of them is the Roosevelt machine that controlled the convention with a grip like a vice.

W. B. THOMAS—No line of gardening would pay as well as raising tomatoes, egg-plant, green peppers and such things for the California winter market, if it were not that the horticultural quarantine at San Francisco keeps them out because of the danger feared of introducing noxious insects into California.

Fuel Oil in the British Navy

Consular Report.

The use of oil as fuel has engaged the attention of the British Admiralty for some time, and it has recently been decided to establish oil-storage tanks in various parts of the United Kingdom to insure convenient sources of supply. Birkenhead, directly opposite Liverpool, has been selected as one of the supply centers. The experiments conducted by the Admiralty during the past twelve years were not at first satisfactory, and two adverse reports were made prior to 1902. Since then the tests have been of such a character as to reverse the original judgment of the Admiralty, and it may now be said that the importance of oil fuel is recognized by that body and that its use will be extended in the future as rapidly as possible.

It is claimed that through the use of oil the number of men now required to do the stoking and trimming would be reduced by two-thirds, as the moving and stoking of the oil is automatically accomplished by steam pumps and pipes, instead of by stokers and trimmers, as in the case of coal. While it is difficult with coal fires at full speed to maintain sufficient steam, it has been demonstrated that with oil fuel this difficulty would be overcome, and that when the speed is reduced the boilers are under such perfect control that the safety valves do not lift.

The British navy has in service oil-using torpedo boats with a capacity of thirty-four knots. One of the drawbacks at the present time to the extensive use of oil fuel at sea is the high cost and the difficulty in many instances of securing it. The cost of oil in Great Britain has no doubt seriously interfered with its adoption for steamship and for a variety of industrial purposes. With a reduction in price the field for its adoption would be greatly enlarged. The advantages of oil fuel, briefly summarized, are economy of space, absence of soot and cinders, elimination of the loss of time consumed in burning down and cleaning fires when coal is used, the ease with which oil can be bunkered, and the quickness with which a full head of steam can be generated.

Ice Made in Home Kitchen

Technical World Magazine.

The problem of producing ice in small quantities quickly and cheaply has apparently been solved by a French inventor, who has perfected a machine which is cheap, simple of operation, practically everlasting and thoroughly practical. It may be operated by a belt connected with a steam engine, by a small electric motor or by hand cranks.

The invention is a rotative compression and automatic machine, regulating itself to all speeds, whatever may be the temperature of the condensing water used. The important feature is a cylinder in which the chemicals are sealed—the latter not requiring renewal and lasting as long as the machine itself—and which, revolving in water, produces the ice. It can also produce cold air.

The machine has no joint piece, no pressure gauge, no suction or regulating valve. It will work in water reaching even 113 degrees Fahrenheit, and saves 98 per cent. of cooling water and 70 per cent. of motive power as compared with any other freezing machine known.

The Germans have also a new freezing device especially adapted to household and field hospital use. It is very simple and could be manufactured for about one dollar. It consists merely of a double-wall tin vessel with a capacity of five gallons. The hollow space between the two walls is about an inch across. By the gradual admission of carbonic acid into this hollow space through an opening at the bottom and from there to the vessel proper through a cross-arm tube, it is claimed that water may be converted into ice in the space of sixty seconds, and the meats, fruits and beverages, such as beer or wine, may be chilled or frozen in a few seconds. This effect is produced by the sudden reduction of temperature caused by the rapid expansion of carbonic acid, which is admitted from an ordinary carbonic acid reservoir.

Mr. Volgarheim (after the ball)—See, Josephine, a spoon; one of our guests must have had a hole in his pocket.—Meggendorfer Blaetter.